

East Marginal Way Corridor Improvement Project



Seattle Bike Advisory Board
Jessica Murphy
March 1, 2017



Seattle
Department of
Transportation

The Levy to

MOVE SEATTLE



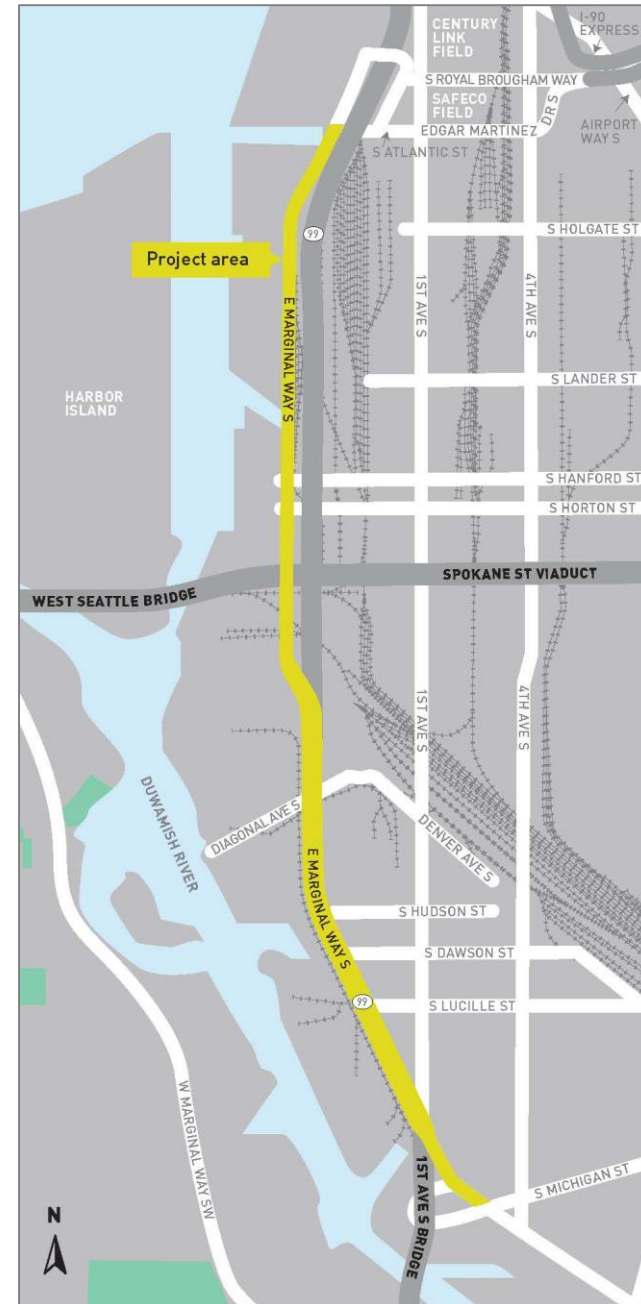
Presentation overview

- Project overview
- Meeting purpose
- Option review
- Feedback
- Next steps



Project area and goals

- Improve freight mobility and access
- Promote efficiencies in freight movements
- Enhance separation for people walking and biking

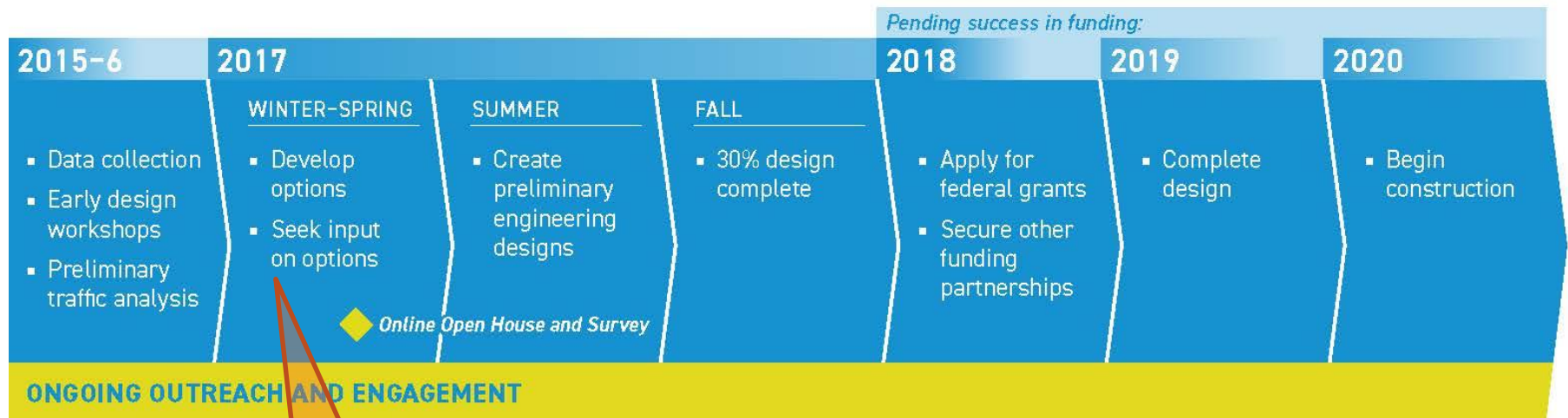


Why now

- The Levy to Move Seattle
- New federal grant opportunities
 - FASTLANE
- Heavy Haul Network legislation



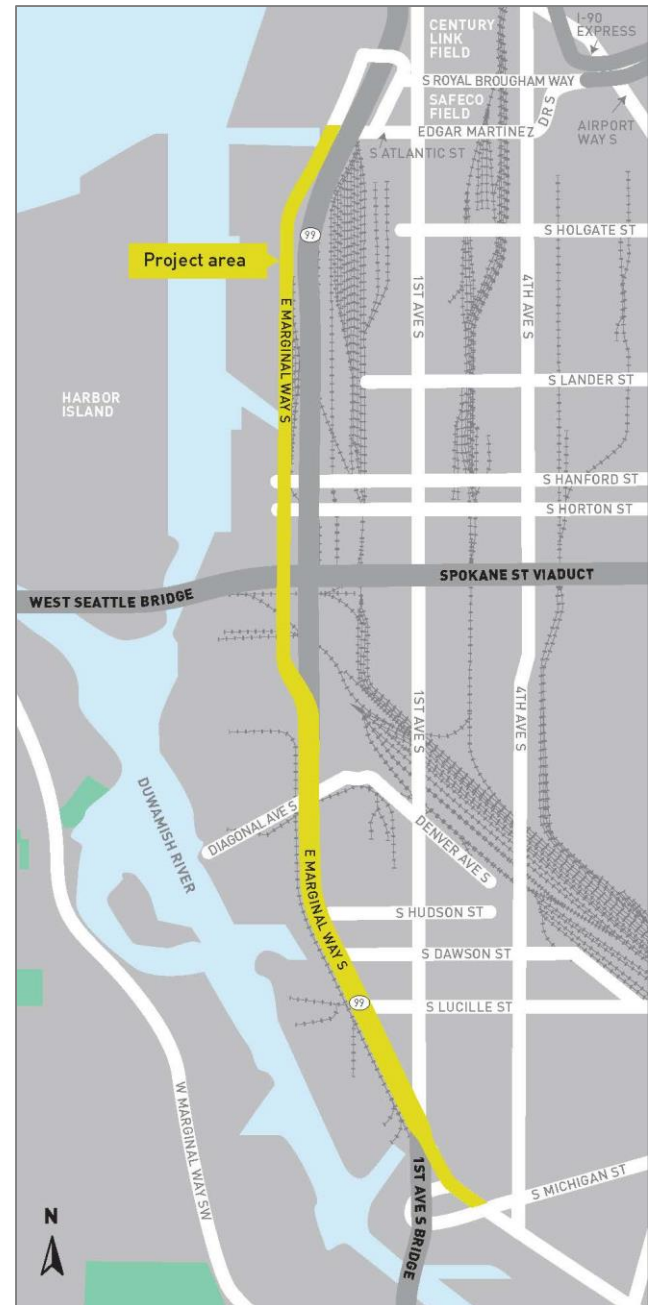
Timeline



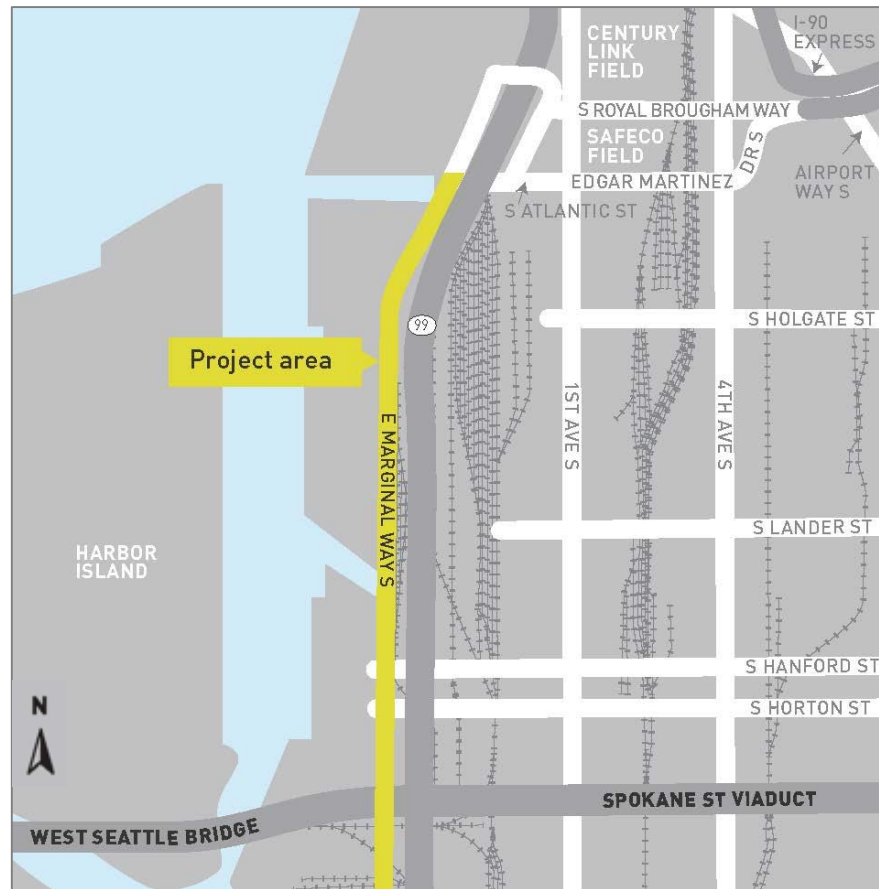
We are here!

Meeting Purpose

- Seek feedback on bike facility options (north)
 - Enhanced existing
 - 2-way protected bike lane
 - Multi-use path
- Share concept for expanding bike network south of Spokane St

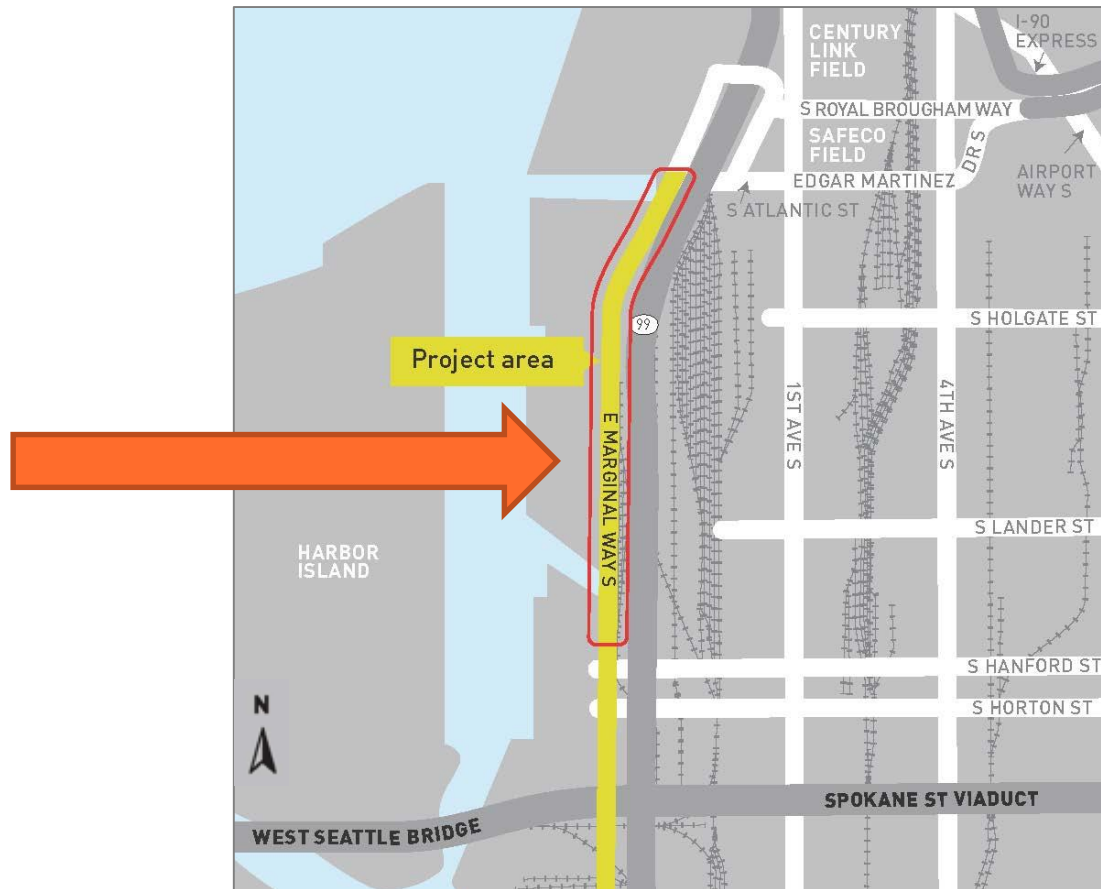


North Segment



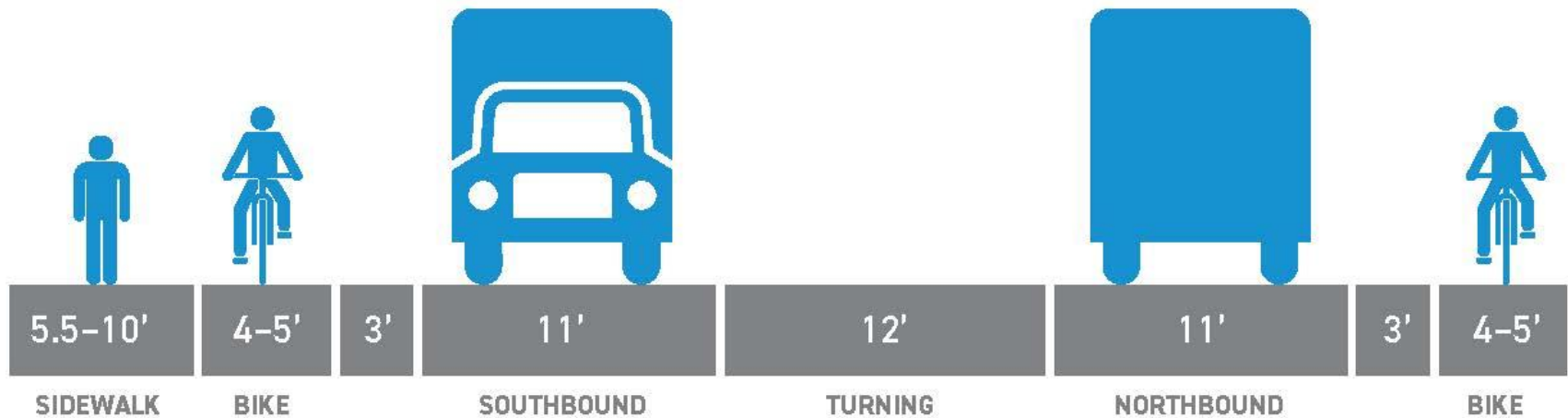
North Segment

S Atlantic - S Hanford St



S Atlantic St - S Hanford St

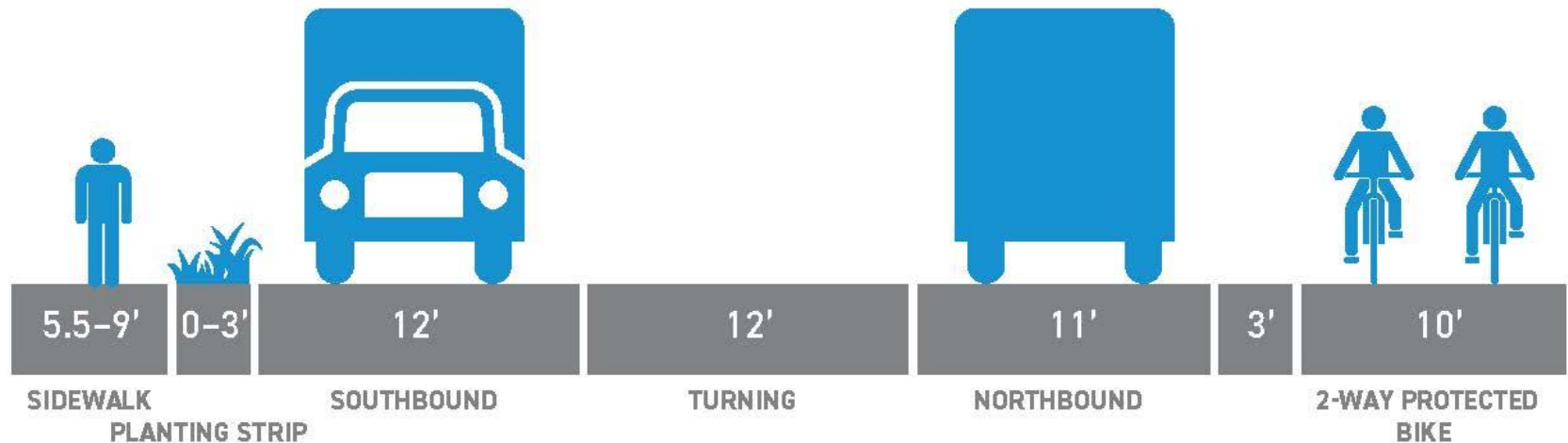
Option 1: Enhanced Existing



Facing north

S Atlantic St - S Hanford St

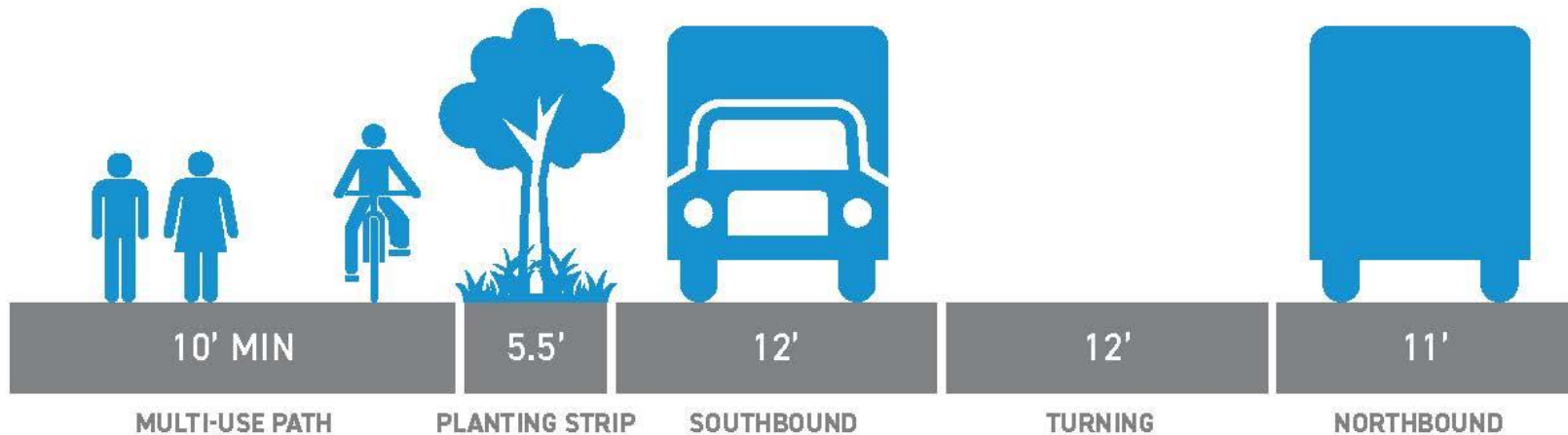
Option 2: 2-way protected bike lane (PBL) east side



Facing north

S Atlantic St - S Hanford St

Option 3: Multi-use path west side

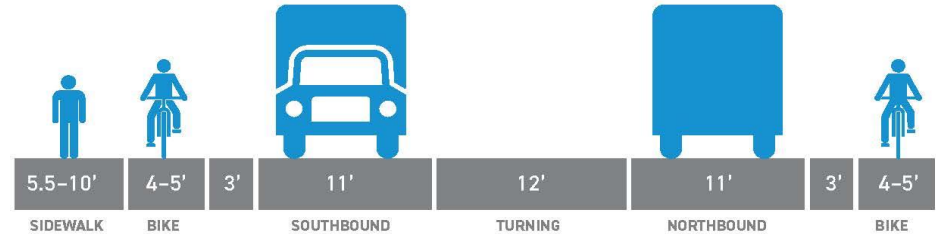


Facing north

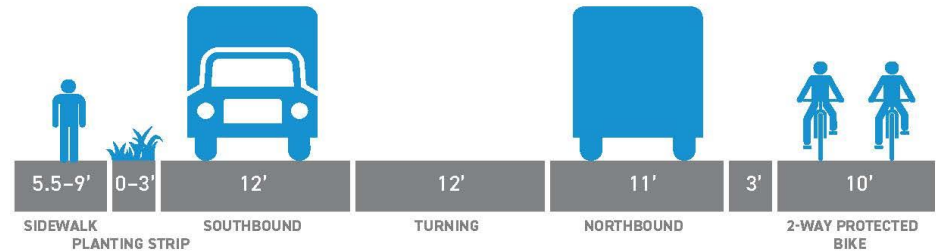
S Atlantic St - S Hanford St

Comparison

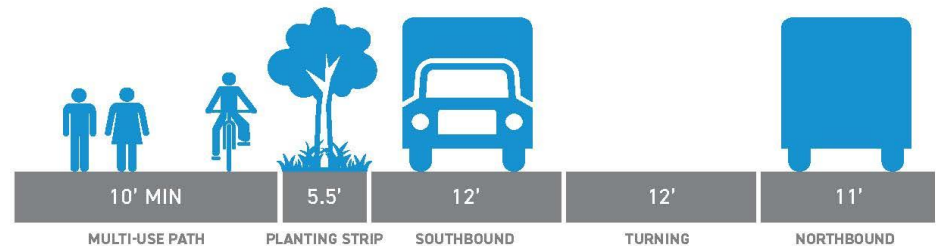
Option 1:
Enhanced existing



Option 2:
2-way PBL east side



Option 3:
Multi-use path west side



North Segment

S Hanford St – S Spokane St



S Hanford St to S Spokane St

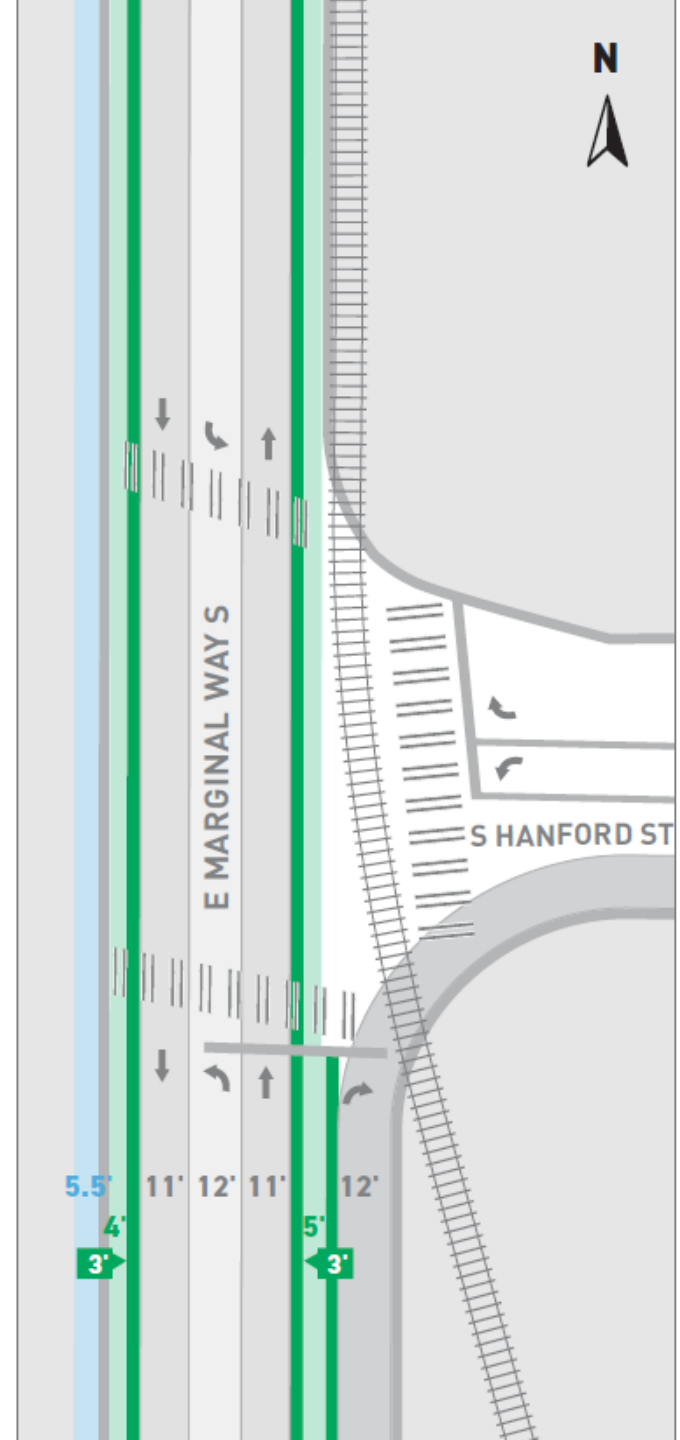
Option 1: Enhanced Existing



Option 1

Enhanced Existing

- Better buffers
- NB bikes and NB right turners need to cross
- Doesn't address inbound crossing from West Seattle
- Can be combined option 2 north of Hanford



S Hanford St to S Spokane St

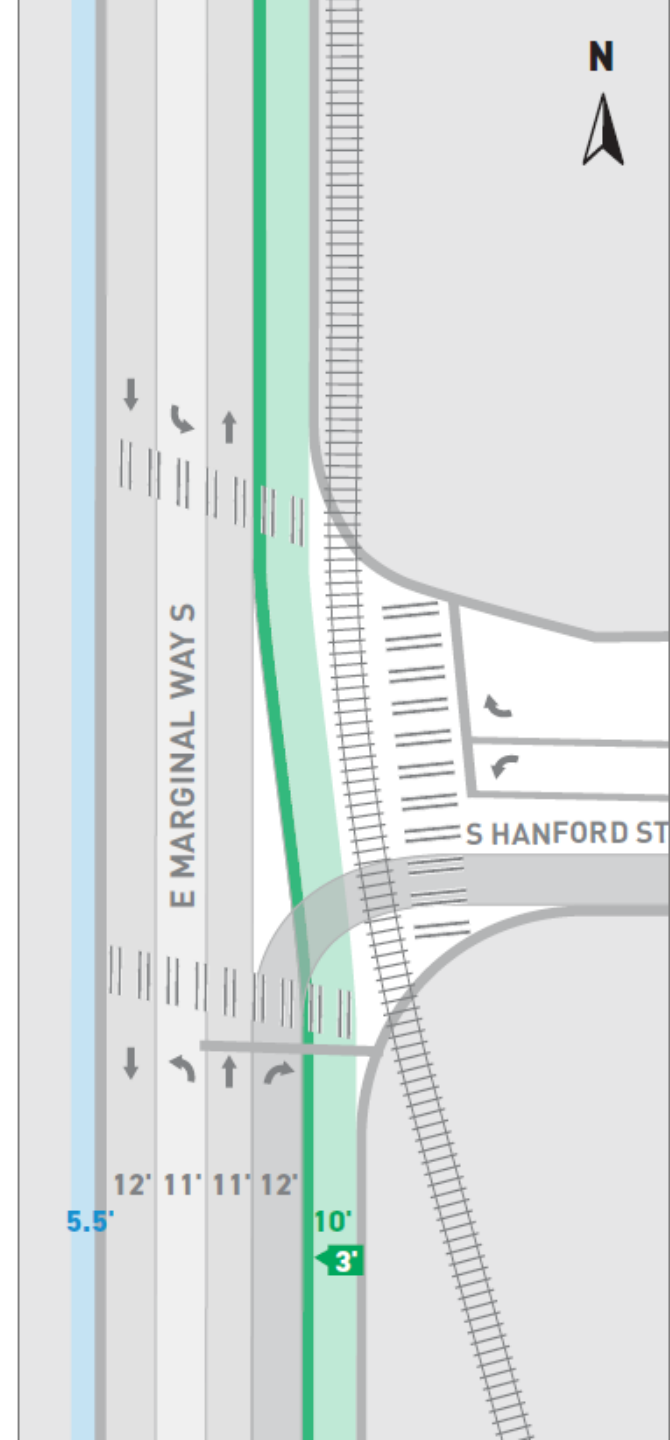
Option 2: 2-way PBL east side



Option 2

2-way PBL east side

- NB must travel under viaduct and cross RR tracks
- Better connectivity to trail at Atlantic
- No driveway crossings
- Doesn't address inbound crossing from West Seattle



S Hanford St to S Spokane St

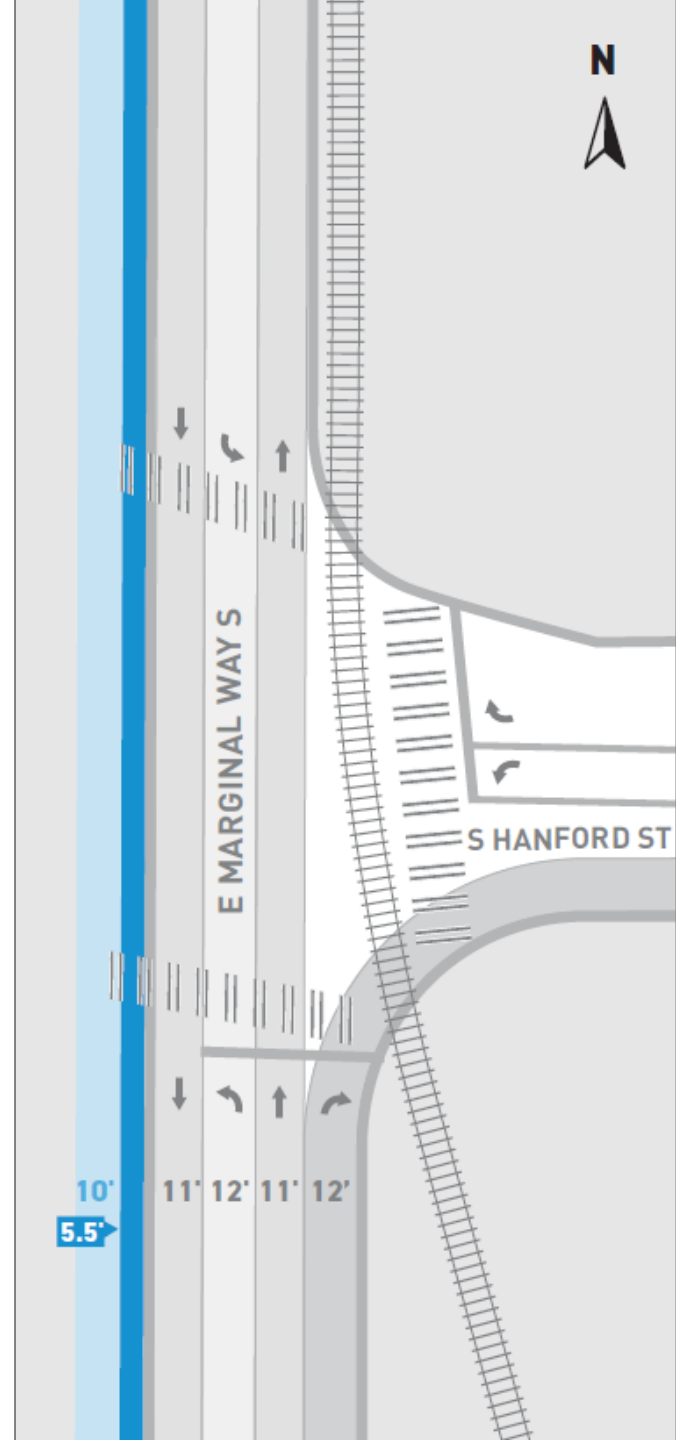
Option 2: 2-way PBL east side



Option 3

Multi-use path west side

- Better connectivity to West Seattle
- Avoids truck crossings at Hanford
- Many driveways adjacent to the Port
- Can be used in combination with other options



North Segment - Summary

Enhanced existing

- Better buffers
- Doesn't address inbound crossing from West Seattle

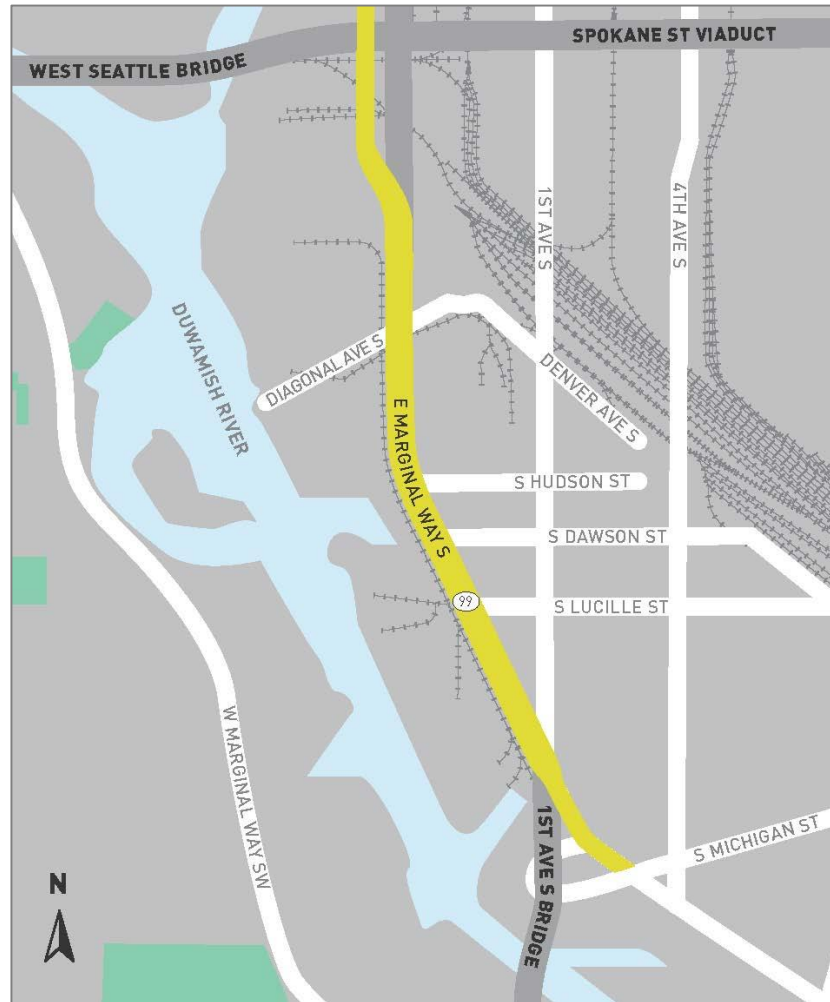
2-way PBL east side

- No driveway conflicts
- Signal operation at S Hanford St will be tricky
- Better connection at Atlantic
- Doesn't address inbound crossing from West Seattle

Multi-use path west side

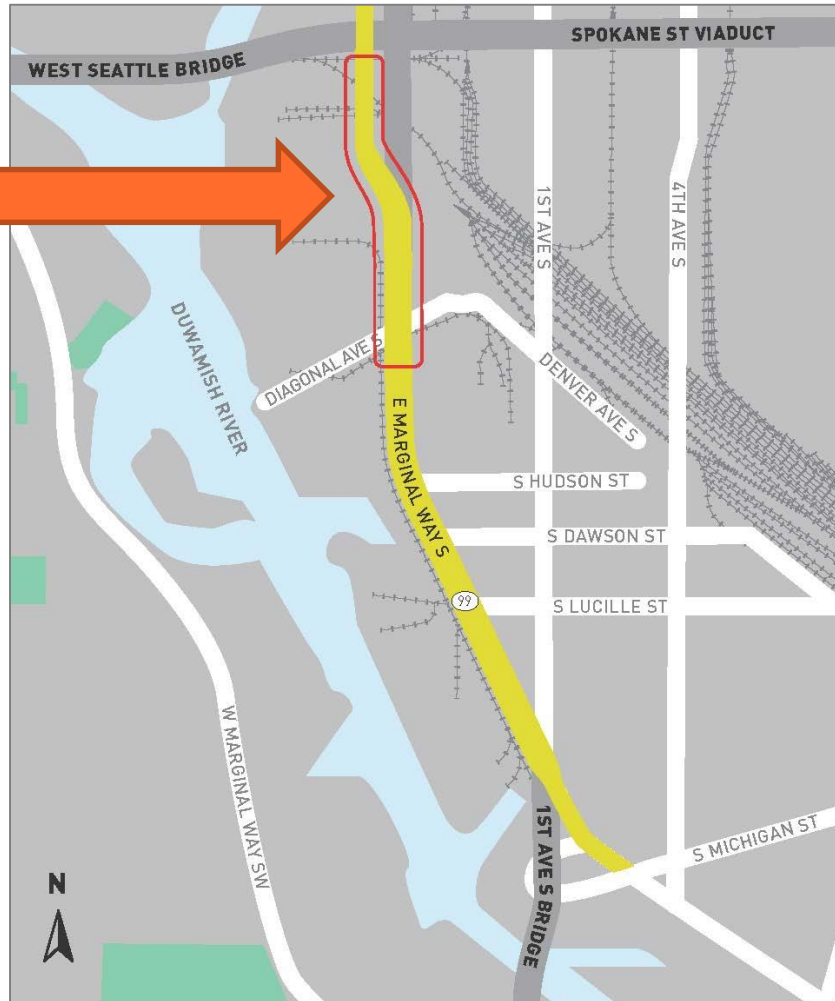
- Better connection from West Seattle
- Many driveway crossings at Port
- Can be combined with any option north of Hanford

South Segment



South Segment

S Spokane St to Diagonal Ave S



- No existing facilities
- Little space outside vehicle lanes
- WSDOT regulated
- Goal is bike multi-use facility between Spokane St and Diagonal (at min.)

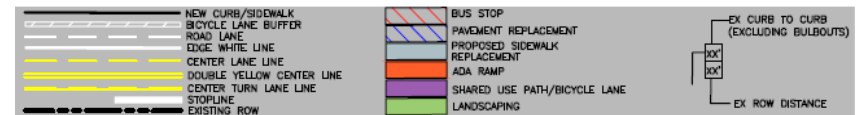
South Segment

S Spokane St – Duwamish Ave S



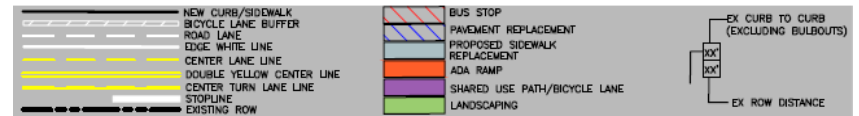
South Segment

Duwamish Ave S – S Idaho St



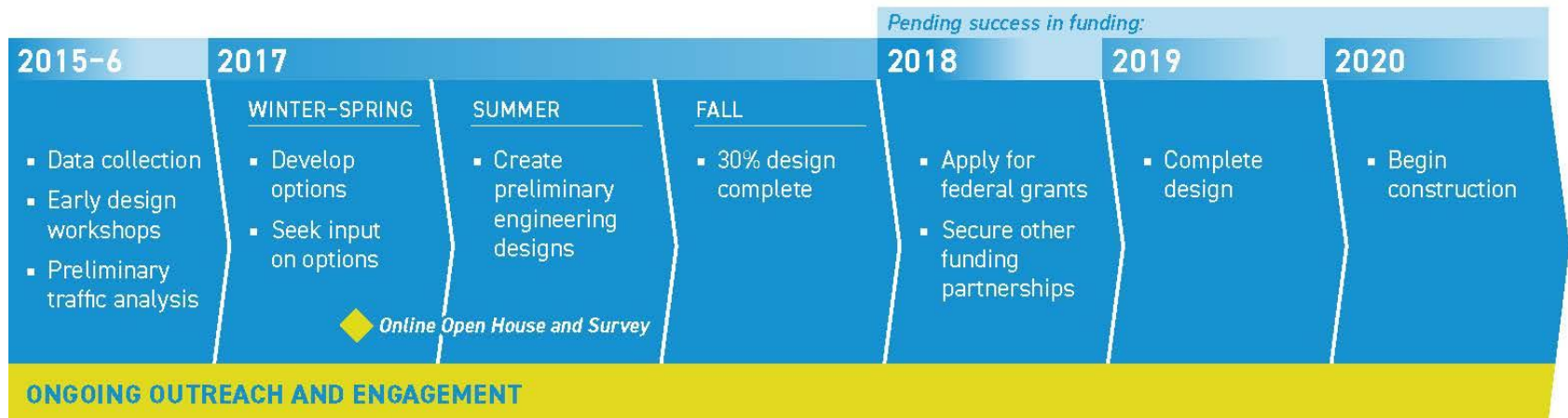
South Segment

S Idaho St – Diagonal Ave S



Next steps

- How to receive feedback?
 - Comments heard today
 - Online open-house
 - Emails to project team
 - Call us!



Questions?

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www.seattle.gov/transportation/eastmarginal.htm

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